FINAL DRAFT

ADDENDUM TO THE CTP 2025

California's Long Range Transportation Plan is now being updated to comply with federal law and regulations. The enclosed contains an Addendum for SAFETEA-LU planning compliance. The long-range time horizon is also changed from 2025 to 2030.

July 2007

CTP 2030: Addendum to the CTP 2025

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Addendum to CTP 2025

California's Transportation Policies and SAFETEA-LU

SUMMARY

The California Department of Transportation (Department) is updating the California Transportation Plan 2025 that was adopted in June 2006. The purpose of the update is to ensure the CTP meets new requirements for statewide planning established by the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users or SAFETEA-LU.

This is the legislation that which authorizes and funds federal transit and highway programs statewide through Fiscal Year (FY) 2009. Signed into law on August 10, 2005 (Public Law109-59), SAFETEA-LU will provide $23.4 billion in federal funds to California through 2009. Much of SAFETEA-LU echoes the previous two federal transportation program authorizations, the recent Transportation Equity Act for the 21st Century (TEA-21) passed in 1998, and the earlier Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). However, there are some significant changes that impact the California Transportation Plan that was adopted in June 2006.

While SAFETEA-LU maintains the overall structure of TEA-21, it departs from previous authorizations in a number of other ways. The Department held a first Consultation Meeting in January 2007 with stakeholders in January to discuss changes directed by SAFETEA-LU. Those changes that affect state planning and policy issues are summarized here and described in more detail in the following sections, together with a description of California's compliance with each mandate.

The goal of this update is to enhance and preserve the state's valuable natural resources while avoiding costly project overruns and delays in planning and developing transportation infrastructure. SAFETEA-LU provides an "historic opportunity" for the state to achieve that goal. Over the past few years there has been a compelling nationwide call for public agencies to become better stewards of the environment. SAFETEA-LU has now ratified this call by directing states to consult and compare our plans, maps, and data with state, tribal and local

agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

The state of California has been a national leader in documenting the extent of environmental impact from transportation projects and taking actions appropriate to its stewardship role. SAFETEA-LU now provides an opportunity for us redouble our efforts to become “real stewards” of the environment. It directs us in the transportation business to address issues collaboratively with our partners in the resources arena, and to partner on solutions and efficiencies that respond to public expectations.

The real challenges ahead are how to address the following: consultation and comparison of plans, maps, and data with state, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation; and, the mitigation and consultation that may be required. These present real challenges for the MPOs and the RTPAs as well. The key for the state will be determining how to “operationalize” the early planning process in order to adequately address consultation, comparison, and mitigation requirements.

The other challenge is linking transportation planning with NEPA, which includes linking transportation planning with resource and environmental planning, in order to promote early consultation and comparison of existing plans, maps and data across agencies. Once again, the key for making this linkage will be to determine how to “operationalize” the early planning process.

The thrust of this Addendum is therefore directed at engaging stakeholders in an open dialogue to identify the “first steps” in the expansion of consultation and comparison efforts with resource agencies; and, a discussion of potential environmental mitigation measures. Future plan updates will broaden and deepen these discussions. The more detailed “follow on” policies and strategies for these consultation, comparison, and mitigation efforts will then be addressed in the next full update of the California Transportation Plan in 2008, and subsequent updates that follow.

The focus of the remaining sections of this Addendum is to address provisions of SAFETEA-LU that extend or broaden already existing State policies and strategies addressed in the current CTP 2025. These provisions include: delegating NEPA responsibilities for California; expanding stakeholder engagement with an emphasis on visualization techniques and access to the update process on the World Wide Web; promoting the consistency of transportation plans and transportation improvements with State and local planned growth and economic development patterns; adding security and safety as new stand-alone planning factors; including operations and management strategies to ensure the preservation and most efficient use of the existing transportation system; and, reaffirming consultation with non-metropolitan local

officials and Tribal governments in the development of the long-range statewide transportation plan and STIP.

Other SAFETEA-LU opportunities discussed in this Addendum include: coordinated transportation plans and mass transportation; the California State Rail Plan Update; and the Goods Movement Action Plan.

This California Transportation Plan update also extends the current plan's horizon from 2025 to 2030 by updating various projections.

DISCUSSION

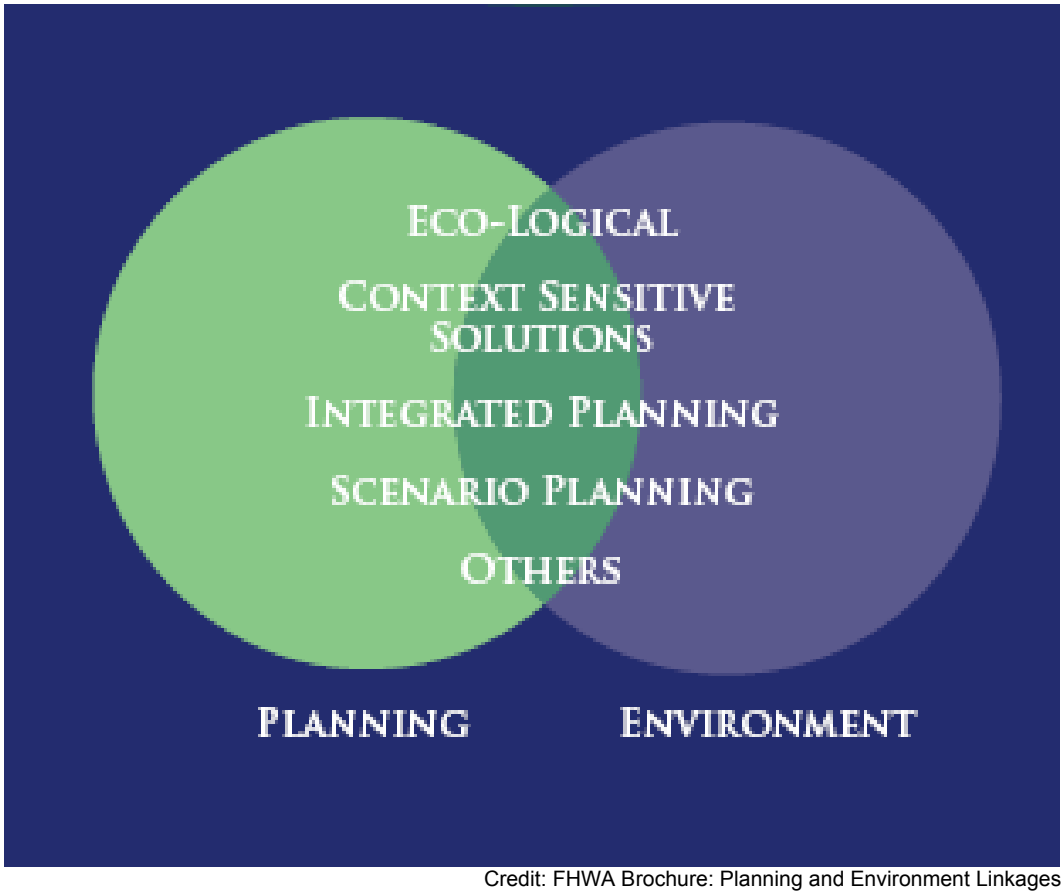
1. Linking Transportation Planning and Resource/Environmental Planning Linkages. The Final Rule for Statewide and Metropolitan Planning under SAFETEA-LU includes an appendix that addresses linking transportation planning with the NEPA project delivery processes. This linkage could be extended to resource and environmental planning. Linking these planning efforts would ensure that transportation planning and resource planning agencies consult and compare natural resource and environmental information (plans, maps, and data), as directed by the statute (i.e., comparison to both conservation plans and inventories of natural and historic resources). The outcomes should be transportation plans based upon natural resource information for better decision-making to enhance and preserve the environment.

FHWA's Planning and Environment Linkages effort, known as Eco-logical, represents an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction. Early consideration of these factors by MPO's, COGs, RTPAs, and cities and counties can lead to an improved and seamless decision-making process that minimizes duplication of effort. Early consideration during planning is crucial, because the flexibility to make significant changes decreases once projects are programmed, with less flexibility during the development of the projects. Early consideration also promotes natural resource and environmental protection, and encourages stewardship, while reducing delays in project implementation. A graphic that visually illustrates this concept appears below (see Figure XX). The document can be viewed at: http://www.environment.fhwa.dot.gov/ecological/ecological.pdf

Bridging Disciplines Into A More Seamless Process

Bridging transportation planning, environmental planning, and resource agency staff disciplines into a more seamless multi-agency process also depends on the following support: the successful implementation of context sensitive solutions; a process that promotes development of data that is easily accessed and shared by planning and natural resource staff; the benchmarking of integrated, multi-agency projects that successfully implemented data-sharing processes; and robust integrated planning and scenario planning programs and tools. Some

examples of current federal and state programs that support and advance this "framework" are identified below.



Credit: FHWA Brochure: Planning and Environment Linkages

Figure xx. Planning and Environment Linkages: Helping you link planning and environmental processes to achieve a more effective and timely outcome.

Eco-Logical: Embodying the intent and principles of the National Environmental Policy Act (NEPA) and Executive Order 13352 on Facilitation of Cooperative Conservation, Eco-Logical: An Ecosystem Approach to Developing Infrastructure Projects offers a framework for achieving greater interagency cooperative conservation. Eco-Logical provides a non-prescriptive approach that enables Federal, State, tribal and local partners involved in infrastructure planning, design, review, and construction to work together to make infrastructure more sensitive to wildlife and their ecosystems. It recognizes open public and stakeholder involvement as the cornerstone for cooperative conservation.

Context Sensitive Solutions (CSS)

CSS is a process that actively engages stakeholders in transportation decision-making in order to achieve balance between their community values and the transportation needs of the Department. A successful context sensitive solutions implementation process can drive proactive, collaborative, and intelligent

behaviors among vested stakeholders that can result in repeated innovations. These innovations are further fueled by the synergy, the efficiency of focused direction and sustainable decisions, and the increased ownership of the stakeholders.

A robust CSS process that embraces the CSS principles and benefits identified below (Figure XX) is also the key to a successful inter-disciplinary and multi-disciplinary approach that supports linking planning and environment. These principles create a leadership that significantly influences external stakeholders by building credibility and trust, while empowering employees to be more productive, better partners and intelligent risk takers. These principles are also the keys to "*operationalizing*" an early planning process.

Context sensitive solutions are achieved through a collaborative, interdisciplinary approach engaging all stakeholders. Context sensitive solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals. This approach, adopted in Department policy, ensures that local needs are in balance with multimodal transportation needs.

This CSS policy similarly ensures that our planning, programming, and project delivery efforts reflect the Department's values of providing customer service, building partnerships, and delivering plans and projects efficiently. These values also ensure that the Department has a major stewardship role in the state, a role that is both responsive and progressive in addressing current and future interests of the public.

CSS Principles	CSS Benefits
• Use interdisciplinary teams • Involve all stakeholders • Seek board-based public involvement • Use full range of communication methods • Achieve consensus on purpose and need • Know difference between standards and guidelines • Utilize full range of design choices • Consider all alternatives and modes • Maintain environmental harmony • Consider community and social issues • Provide aesthetic treatments and enhancements • Provide a safe facility for users and community • Track and meet all commitments • Create lasting value for the community • Use all resources effectively (time and budget)	• Expedited acceptance by stakeholders • Decreased cost and time for project delivery • Decreased construction cost and time • Value added • Increased opportunities for partnering, shared funding and joint use/development. • Sustainable decision and investments • Increase stakeholder satisfaction, ownership and trust • Increased mobility for all users • Improved safety • Ease of maintenance and operations • Protection of wildlife, habitat, and natural resources • Less impact on open space and farmland

Source: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, ITE, 2006
Figure XX: CSS Principles and Benefits

Developing, Accessing, and Sharing Data

Great Places Program. Jointly directed by the Resources Agency, California Business, Transportation and Housing Agency, California Environmental Protection Agency and Office of Planning and Research, the Great Places Program (GPP) is a public-private collaborative effort that is designed to improve the protection and conservation of natural resources in California. The aim of GPP is to enhance the effectiveness and efficiency of land use and transportation decision-making. The program will provide up-to-date natural resource data, develop GIS analytical tools for better decision-making, and enhance access to natural resource and other data by the public and local, regional and state decision-makers.

State, regional and local agencies have difficultly obtaining up-to-date, high-resolution state and local-level natural resource and planning data in order to make informed land use, program, and project decisions. General Plans, General Plan amendments, habitat and parcel information, and CEQA data are not easily available in one central location, nor are they integrated and digitized for easy use. Because data are usually not developed with consistent standards (classification categories and collection methods) across programs or jurisdictions it takes time to collect and digitize into a common spatial format.

Decision-makers at all levels will benefit from early access to the best available integrated natural resource and planning spatial data, and access to this data will make it significantly easier to:

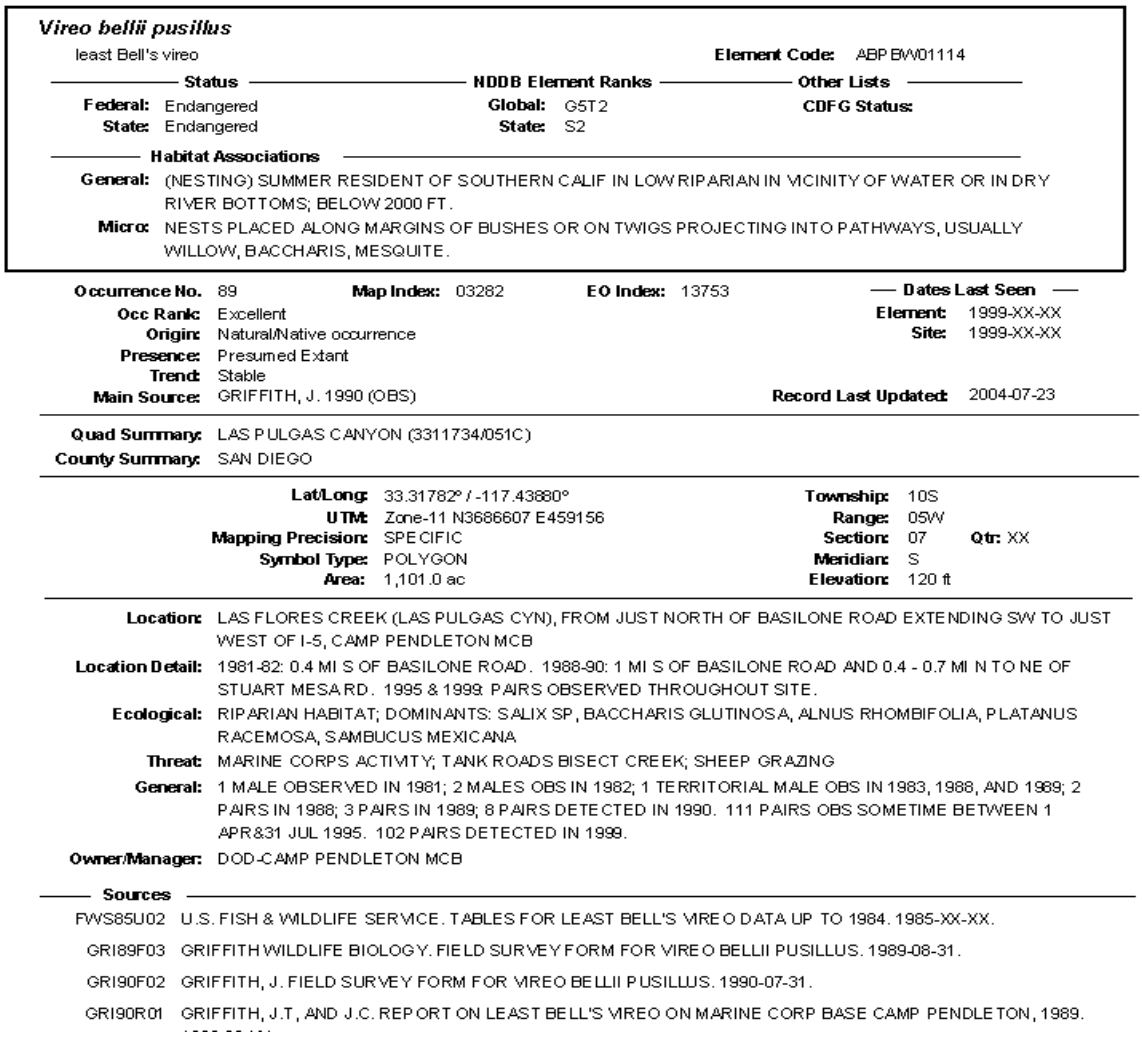
- Reduce costs of project development and implementation
- Develop consensus on planning projects and policies
- Facilitate comprehensive and early program evaluation
- Conserve and protect environmental resources

A GPP centralized online data access system would allow planners to find, access and use more natural resource information when developing regional transportation plans, General Plans, and General Plan updates or amendments. Metropolitan Planning Organizations (MPO), Councils of Government (COG), cities and counties that do the vast majority of California's infrastructure and land use planning could more easily comply with state and federal environmental laws and regulations.

California Department of Fish and Game (CDFG) Biogeographic Data Branch. The Biogeographic Data Branch (Branch) is charged with acquiring, managing, and sharing biological-geographic data these critical data resources. The Branch is the State's clearinghouse for biological data and maintains the portal to California biological databases that can be accessed at the following CDFG web site: http://www.dfg.ca.gov/bdb/. The following four programs within the Branch are of specific interest to transportation planning:

California Natural Diversity Database (CNDDB). The California Natural Diversity Database is a program that inventories the status and locations of rare plants and animals in California. The CNDDB is of interest to transportation planning because it provides the following capabilities:

- Collect, research, and map all documented information for location and condition of rare and endangered species with detailed, descriptive information about the habitats, threats and sources of information for each mapped location.
- Develop and maintain, in coordination with a number of cooperating groups, lists of rare plants and animals and maintain status ranks for rare species.
- Provide 700+ active CNDDB subscribers (280 DFG, 120 Govt/NGO, 300 commercial) users with access the CNDDB data products.
- Provide expertise to DFG staff and partner organizations on the biology and ecology of rare taxa, and on the proper use of the CNDDB.



Vireo bellii pusillus

least Bell's vireo — **Element Code:** ABPBW01114

Status		NDDB Element Ranks		Other Lists	
Federal:	Endangered	**Global:**	G5T2	**CDFG Status:**	
State:	Endangered	**State:**	S2		

Habitat Associations

General: (NESTING) SUMMER RESIDENT OF SOUTHERN CALIF IN LOW RIPARIAN IN VICINITY OF WATER OR IN DRY RIVER BOTTOMS; BELOW 2000 FT.

Micro: NESTS PLACED ALONG MARGINS OF BUSHES OR ON TWIGS PROJECTING INTO PATHWAYS, USUALLY WILLOW, BACCHARIS, MESQUITE.

Occurrence No. 89 **Map Index:** 03282 **EO Index:** 13753

Occ Rank: Excellent
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Stable
Main Source: GRIFFITH, J. 1990 (OBS)

Dates Last Seen
Element: 1999-XX-XX
Site: 1999-XX-XX
Record Last Updated: 2004-07-23

Quad Summary: LAS PULGAS CANYON (3311734/051C)
County Summary: SAN DIEGO

Lat/Long: 33.31782° / -117.43880°
UTM: Zone-11 N3686607 E459156
Mapping Precision: SPECIFIC
Symbol Type: POLYGON
Area: 1,101.0 ac

Township: 10S
Range: 05W
Section: 07 **Qtr:** XX
Meridian: S
Elevation: 120 ft

Location: LAS FLORES CREEK (LAS PULGAS CYN), FROM JUST NORTH OF BASILONE ROAD EXTENDING SW TO JUST WEST OF I-5, CAMP PENDLETON MCB

Location Detail: 1981-82: 0.4 MI S OF BASILONE ROAD. 1988-90: 1 MI S OF BASILONE ROAD AND 0.4 - 0.7 MI N TO NE OF STUART MESA RD. 1995 & 1999: PAIRS OBSERVED THROUGHOUT SITE.

Ecological: RIPARIAN HABITAT; DOMINANTS: SALIX SP, BACCHARIS GLUTINOSA, ALNUS RHOMBIFOLIA, PLATANUS RACEMOSA, SAMBUCUS MEXICANA

Threat: MARINE CORPS ACTIVITY; TANK ROADS BISECT CREEK; SHEEP GRAZING

General: 1 MALE OBSERVED IN 1981; 2 MALES OBS IN 1982; 1 TERRITORIAL MALE OBS IN 1983, 1988, AND 1989; 2 PAIRS IN 1988; 3 PAIRS IN 1989; 8 PAIRS DETECTED IN 1990. 111 PAIRS OBS SOMETIME BETWEEN 1 APR&31 JUL 1995. 102 PAIRS DETECTED IN 1999.

Owner/Manager: DOD-CAMP PENDLETON MCB

Sources

FWS85U02 U.S. FISH & WILDLIFE SERVICE. TABLES FOR LEAST BELL'S VIREO DATA UP TO 1984. 1985-XX-XX.

GRI89F03 GRIFFITH WILDLIFE BIOLOGY. FIELD SURVEY FORM FOR VIREO BELLII PUSILLUS. 1989-08-31.

GRI90F02 GRIFFITH, J. FIELD SURVEY FORM FOR VIREO BELLII PUSILLUS. 1990-07-31.

GRI90R01 GRIFFITH, J.T, AND J.C. REPORT ON LEAST BELL'S VIREO ON MARINE CORP BASE CAMP PENDLETON, 1989.

Sample CNDDB report showing amount of information available for each of 54,000 observation records in California

Vegetation Classification and Mapping Program (VegCAMP). The Vegetation Classification and Mapping Program (VegCAMP) facilitates and oversees efforts to develop accurate and scientifically defensible maps and classifications of vegetation and habitat throughout the state, and is of interest to transportation planning because of the following capabilities:

- Maintain and continue development on data driven vegetation classification and mapping techniques based on the National Vegetation Classification System and the Manual of California Vegetation.
- Produce fine scale, attribute rich vegetation digital map products on the Department's highest priority landscapes as funding becomes available. The ultimate goal is to produce large-scale mapping for the entire state of California.
- Consult on and provide training to external partners wishing to use the VegCAMP methodology and standards.

- Participate in the interagency state Vegetation MOU group to promote data development and classification standards for California.

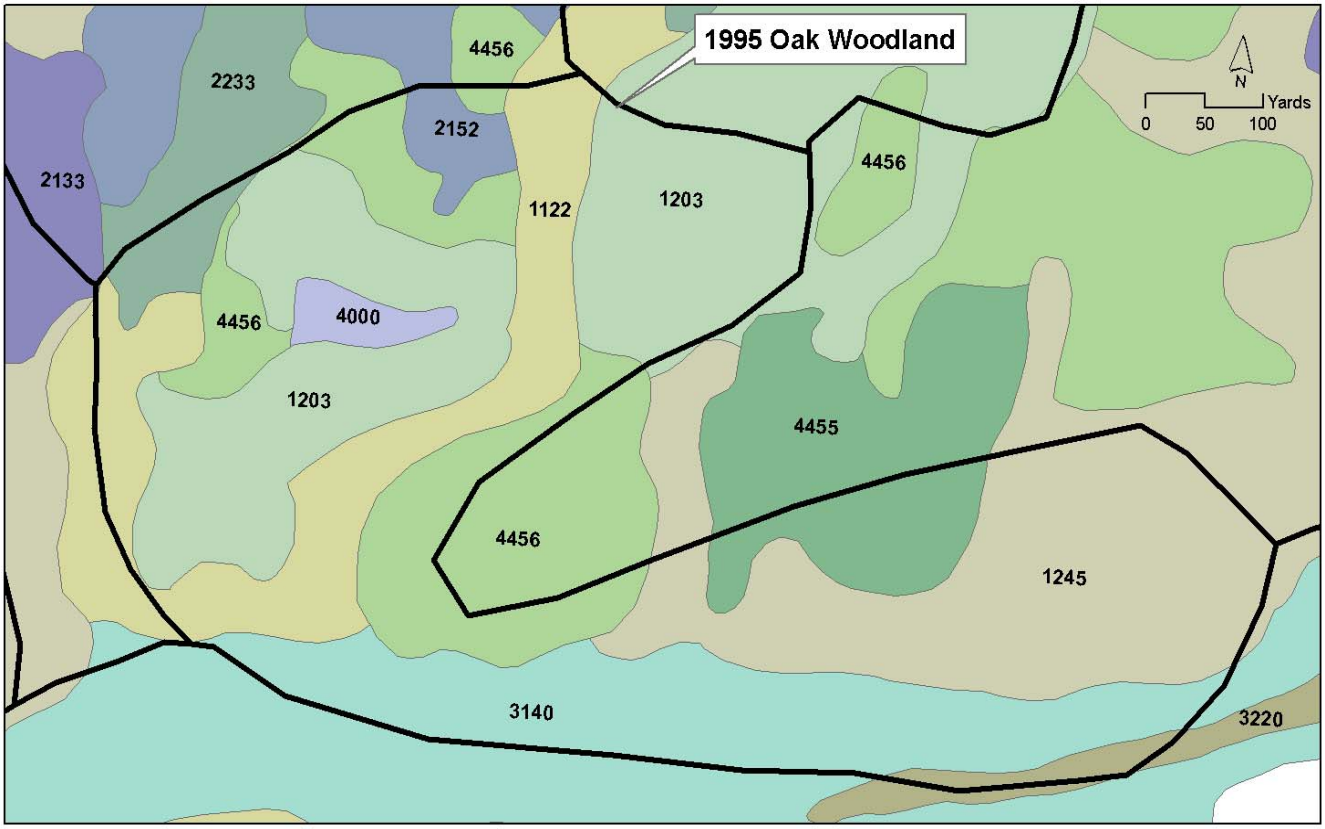
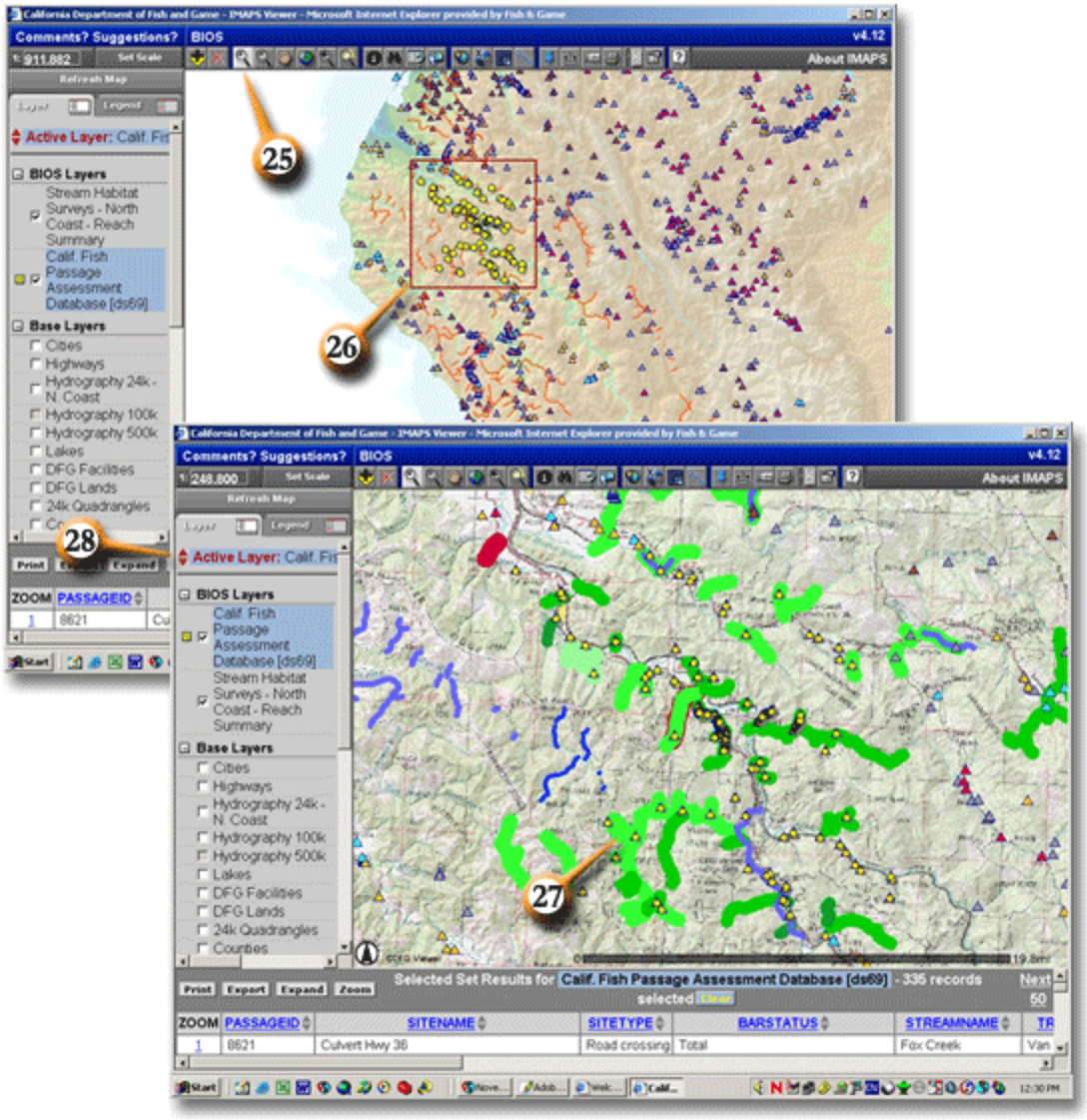


Image comparing traditional coarse mapping (shown with black line) compared with fine-scale mapping with detailed classification shown as color polygons.

Biogeographic Information and Observation System (BIOS). Biological information is found on the Biogeographic Information and Observation System, or BIOS, and is of interest to transportation planning because of the following capabilities:

- Keystone of data management strategy for managing biogeographic information that exists in CDFG and other organizations, cataloging, storing and facilitating the sharing of that information. BIOS is being populated with data from CDFG and by collaborative arrangements with external organizations.
- The BIOS data catalog currently contains over 200 different spatial databases of information including observations of rare, common or invasive species, vegetation maps and critical habitats.



Images from BIOS tutorial on analyzing fish passage data online

California Wildlife Habitat Relationships System (CWHR). The California Wildlife Habitat Relationships, or CWHR, is a state-of-the-art information system for California's wildlife, and is of interest to transportation planning because of the following capabilities:

- An information system that contains life history, management, and habitat relationships information on 675 species of amphibians, reptiles, birds, and mammals known to occur in the state.
- The system also includes larger-scale GIS compatible format species range maps of all CWHR species and development of range maps for bird/mammal species of special concern subspecies, and numerous aquatic species.

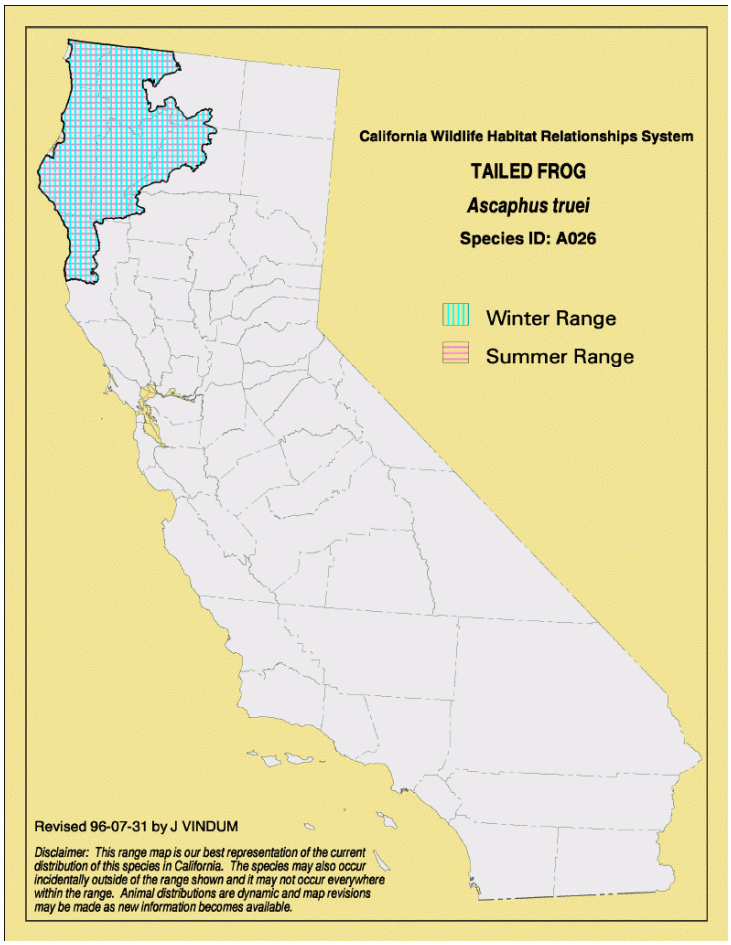


Image of sample CWHR range map

Additional information about the Department of Fish and Game's Biogeographic Data Branch and its products is available at www.dfg.ca.gov/bdb

Scenario Planning and Integrated Planning

Scenario Planning Tools and Models. Scenario planning tools provide visual and quantitative feedback regarding the potential effects of various "what if" land use and transportation strategies and scenarios to staff, the public, stakeholders, and decision-makers. For example, the Planning for Community Energy, Economic and Environmental Sustainability (PLACE^{3}S) scenario planning model that the Sacramento Area Council of Governments (SACOG) used during their Blueprint Planning effort (see Blueprint Planning Program below) is a notable example of one scenario planning tool. PLACE^{3}S estimates how different growth scenarios affect quality-of-life issues such as traffic congestion, air pollution, housing affordability, recreational opportunities, open space and more. INDEX and the "4Ds" methodology are two other similar tools that local and regional agencies are using for public meetings and scenario planning.

In California, two major metropolitan planning organizations (MPO) - SACOG and the San Diego Association of Governments (SANDAG) - are currently implementing regional applications of an integrated scenario planning PECAS model.

The eight county COGs participating in the San Joaquin Valley Blueprint Project have adopted UPlan as their common urban modeling platform. They have worked with the University of California, Information Center for the Environment, to train staff in all jurisdictions and to identify and assemble data representing environmental constraints, and have created a common future "base case" scenario. They will continue to work together with the public to develop alternative scenarios based on the modeling tool and Great Places Program data. The Sierra foothill and mountain region consisting of Alpine, Amador and Calaveras Counties has also banded together to use Uplan and Great Places Program data for a joint planning process.

California Regional Blueprint Planning Program. The California Regional Blueprint Planning Program is a state initiative to promote the linking of transportation, land use, housing, environment, economic development, and equity issues when developing transportation plans and transportation projects. Since the program began, the state has distributed ten million dollars in funding. The program provides funds to regional transportation planning agencies to engage in scenario planning, leading to consensus on a preferred growth scenario or "Blueprint," while providing a regional framework for collaboration. Federal and state agencies provide funding and guidance, localities make land use decisions, and communities supply public input on needs and desires. Regions are well positioned in this framework since they already have a regional planning process, corridor and landscape vantage points, and a process for convening stakeholders.

Regional Blueprint planning typically consists of scenario planning; extensive public involvement including those who are traditionally underserved; the innovative use of visioning tools; the incorporation of environmental and socio-economic data as part of the visioning process; and performance measures. Through Regional Blueprint planning, regional transportation plans can be coordinated with other planning efforts described in plans such as habitat conservation plans, integrated regional water management plans, housing plans, and local general plans. The integration and coordination of these plans is intended to result in planning processes that are parallel and consistent (Figure XX).

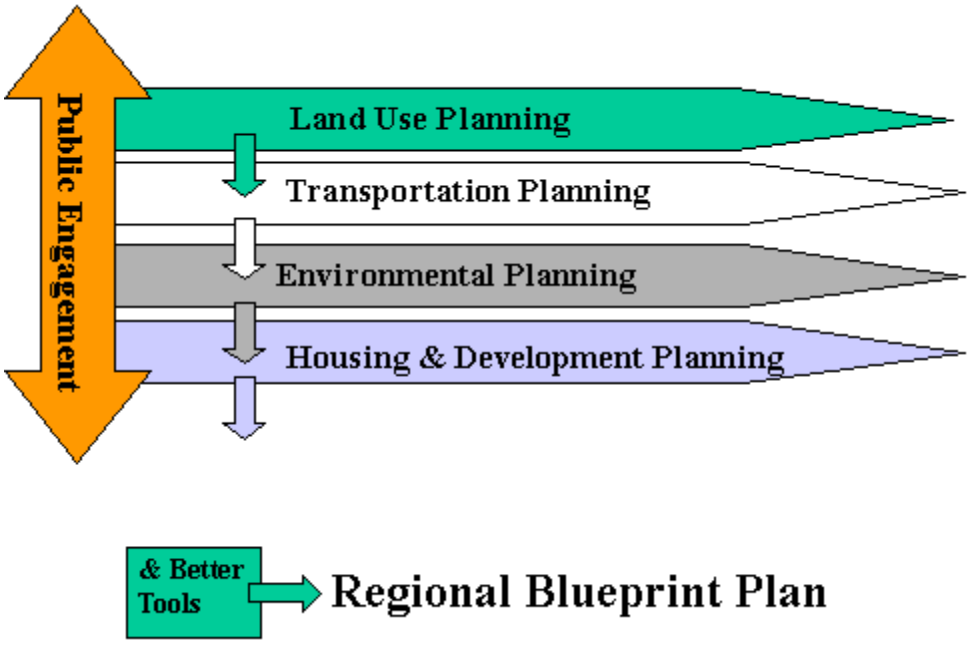


Figure XX: California's Blueprint Planning Process: Comprehensive, Collaborative, and Integrated

The program should result in regional plans for land use patterns and transportation systems that: improve mobility; reduce auto dependency and congestion; increase transit use, walking, and bicycling; encourage infill development; accommodate a sufficient housing supply; protect wildlife, habitat, natural resources, and open space; and minimize impacts on farmland and habitat; and, establish an on-going process for public engagement in planning. Transportation projects arising from such planning clearly have a head start in meeting the requirements of SAFETEA-LU.

The Business, Transportation, and Housing Agency sponsored three Blueprint Learning Network (BLN) workshops in 2006 to work with the metropolitan Planning Organizations (MPOs) and the Councils of Government (COGs) to further advance Regional Blueprint planning. Three more BLN workshops are scheduled in 2007. The BLN workshops provide: a common framework for planning, analysis, and forecasting of land use, transportation, housing, and environmental factors; an opportunity for the state and regions to accomplish the regional blueprint plans; and, an opportunity for the regions to learn together as they undertake their planning processes.

Partnership for Integrated Planning. The Merced Partnership for Integrated Planning (PIP) is a program to streamline the planning and the project delivery processes, avoid environmental impacts, foster collaboration among planning, transportation and environmental agencies and engage the public at the beginning of long-term transportation planning. Membership on the PIP included the Federal Highway Administration (FHWA), the US Environmental Protection

Agency (US EPA) and Caltrans, who committed resources to “support concerted, cooperative, effective and collaborative work among the three agencies.”

The PIP included the development of GIS tools for modeling growth and environmental impacts to produce maps and tables resulting from policy choices at public meetings. PIP engaged all regionally relevant planning, natural resource and regulatory agencies in data sharing exercises to integrate data important to each agency into the scenario testing and planning process. Most importantly, the Merced County Association of Governments, the coordinating partner in PIP, led an extensive outreach program to engage the community.

Resource agencies were asked what environmental factors should discourage or constrain growth, and all agencies were asked to provide all available and relevant data. This shared information resulted in an Environmentally Sensitive Areas (ESA) and a Prime Agricultural Lands map, which were evaluated at a workshop attended by resource agencies’ representatives, elected officials, and city and county planners. Contributors included over 20 federal, state, and non-governmental organizations.

A goal of PIP was to find a method for responsibly arriving at a consensus plan with less conflict, particularly in the environmental review phase. Historically, transportation plan approval has run into considerable public and agency opposition, but the Merced County Association of Governments (MCAG) approved this Regional Transportation Plan and received no opposition during the CEQA EIR public comment period. Results of the Partnership for Integrated Planning model appear below.

	Partnership for Integrated Planning (Merced, CA)
	800% increase in public participation in the transportation planning process
	89% of participants said they enjoyed the PIP project
	89.1% of participants said they learned more about transportation issues
	30% increase in awareness of the RTP among all county residents
	New issues brought to the surface from county groups who had not previously participated in the process
	Better relationships were built at both the county and city level among civic organizations, agencies, and residents
	RTP was approved by the MCAG Governing Board and received no opposition during public comment periods
	Development of an Environmentally Sensitive Areas map based on shared information from a variety of resource agency databases
	Development of a Prime Agricultural Lands map based on input and information from a variety of agricultural interests

Figure XX: Partnership for Integrated Planning

Integrated Land Use/Economic/Transportation Models. Local, regional, and state agencies make decisions on a daily basis regarding infrastructure improvements, land use developments, and economic, social, and environmental programs, policies, and projects. However, in many cases the complex costs, benefits, and "trade-offs" among various choices are unclear to decision-makers due to a lack of data and analyses capabilities. Thus, the potential benefits and impacts of proposed projects and programs on human and natural populations and environments are unknown. Currently, existing "stand-alone" models and databases used to analyze plans, programs, and projects are "siloed" and typically not linked to one another; so, region wide analyses cannot be assessed. Regional assessments are now believed to have more value than local assessments when trying to assess region-wide issues such as habitat corridors, air quality and other issues.

Recently, significant progress has been made to improve regional and statewide-level modeling processes. One of the major successes is the State of Oregon's development and application of an integrated planning model--the Production Exchange Consumption Allocation System (PECAS) model. The PECAS model is an integrated planning model that shows great promise in effectively linking economic, land use, and transportation data and tools so that the interactive effects among these complex systems can be more accurately understood by decision-makers.

Using this model, Oregon reassessed a proposed set of major transportation projects and saved $6.5 billion when it was determined that projects would not achieve the state's objectives.

During 2005, UC Davis' Information Center for the Environment (ICE) conducted a yearlong study for Caltrans of integrated land use, economic, and transportation models, including the model that Oregon developed. This study explored and evaluated several integrated models, assessed whether such models could improve our ability to assess transportation, economic, and land use strategies, and summarized how such models might be useful to California's regions and the State in better understanding these relationships.

"Integrated" models have been used in other countries for a number of years. UC Davis' study found that newly emerging "integrated" models of land use, economics, and transportation (illustrated in Figure XX) are able to effectively link economic, land use, and transportation data and tools so that the interactive effects among these complex systems can be more accurately understood. By providing expanded and more reliable feedback about the expected results of a wide variety of decisions, integrated models can help public agencies meet multiple objectives simultaneously. Such models can also save substantial amounts of money by improving the quality and completeness of analysis and feedback available to decision-makers.

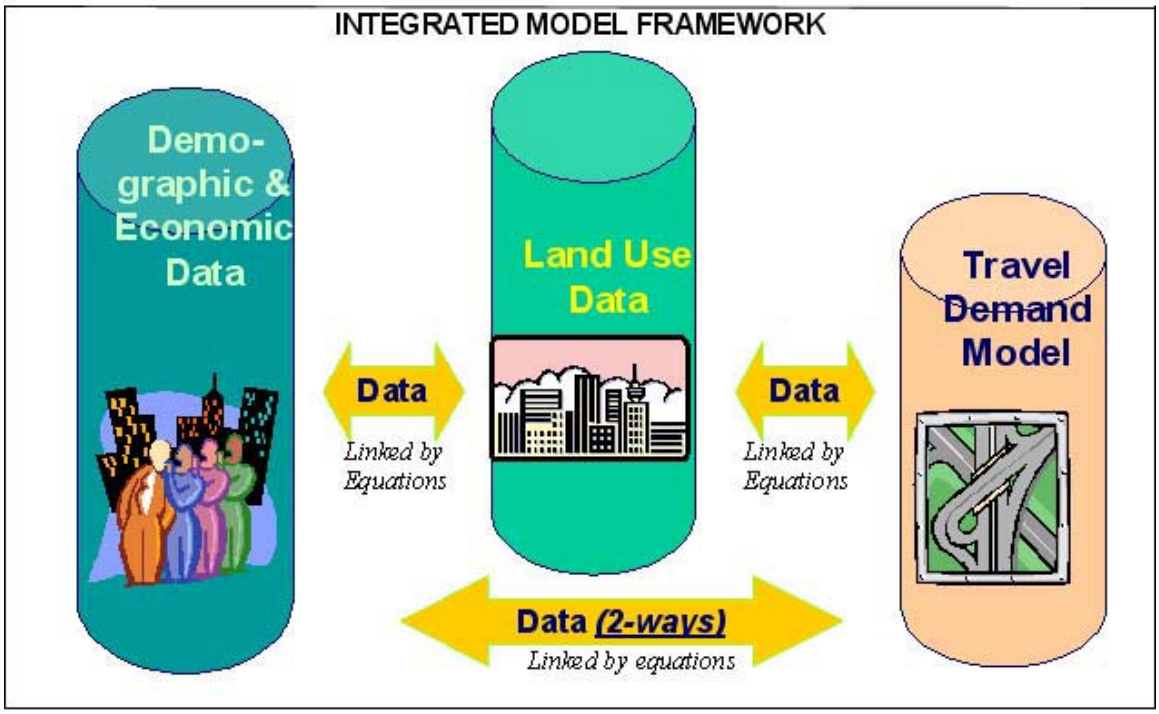


Figure XX: Integrated Model Framework

2. Consultation and Comparison.

In order to initiate the consultation and comparison process, the Department has an agreement with UC Davis Information Center for the Environment (ICE) to support and facilitate consultation with key agencies.

Under this agreement, ICE staff will create a set of web pages for this CTP update which will provide links to resource, environmental, and transportation agency plans, data, and maps for consultation and comparison during early transportation planning and subsequent activities. This web site will identify the different policy or planning documents, as well as maps and data that can be used for comparing and consulting with different agencies and organizations in order to integrate transportation, land use, and environmental resource planning.

Consultation. Consultation allows one or more parties to confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. SAFETEA-LU directs that the CTP will be developed in consultation with State, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. As transportation interacts extensively in the areas of

economic development, land use, and environmental stewardship, the direction from SAFETEA-LU is clear that consultation will involve comparison of transportation plans to State and tribal conservation plans or maps, and to inventories of natural or historic resources.

This multi-agency planning theme echoes throughout the current California Transportation Plan 2025. Early consultation with other agencies is key to identifying problems and opportunities, and creating a cooperative resolution. The comparisons are complex because of the number of jurisdictional entities and their multiple areas of expertise and regulatory responsibilities. Even identifying the appropriate resource agencies and locations can prove invaluable to this process. Examples of a few resource agencies include: US Army Corps of Engineers (USACE); US Fish and Wildlife (USFW); California Department of Fish and Game (CDFG); and, California Department of Parks and Recreation.

The next full update of the CTP in 2008 provides an opportunity to begin addressing the specific policies, strategies, and processes that can make early consideration work. Each new California Transportation Plan will document the extent this consultation and comparison occurs.

Consultation Meeting: A First Step. On January 17, 2007, the Department held a meeting focused on the expanded consultation requirements with stakeholders from local, state, federal, and tribal government and resource agencies to discuss efforts at linking transportation planning and resource/environmental planning; and consultation and comparison of plans, maps, and data, as well as mitigation measures and consultation.

More than 60 individuals participated in the meeting, representing a good cross-section of attendees from other agencies (see “Consultation Stakeholder Participants” sidebar). Key issues were identified, and highlights of this meeting can be viewed at the CTP link to the UC Davis web site at http://www.dot.ca.gov/hq/tpp/offices/osp/ctp.htm.

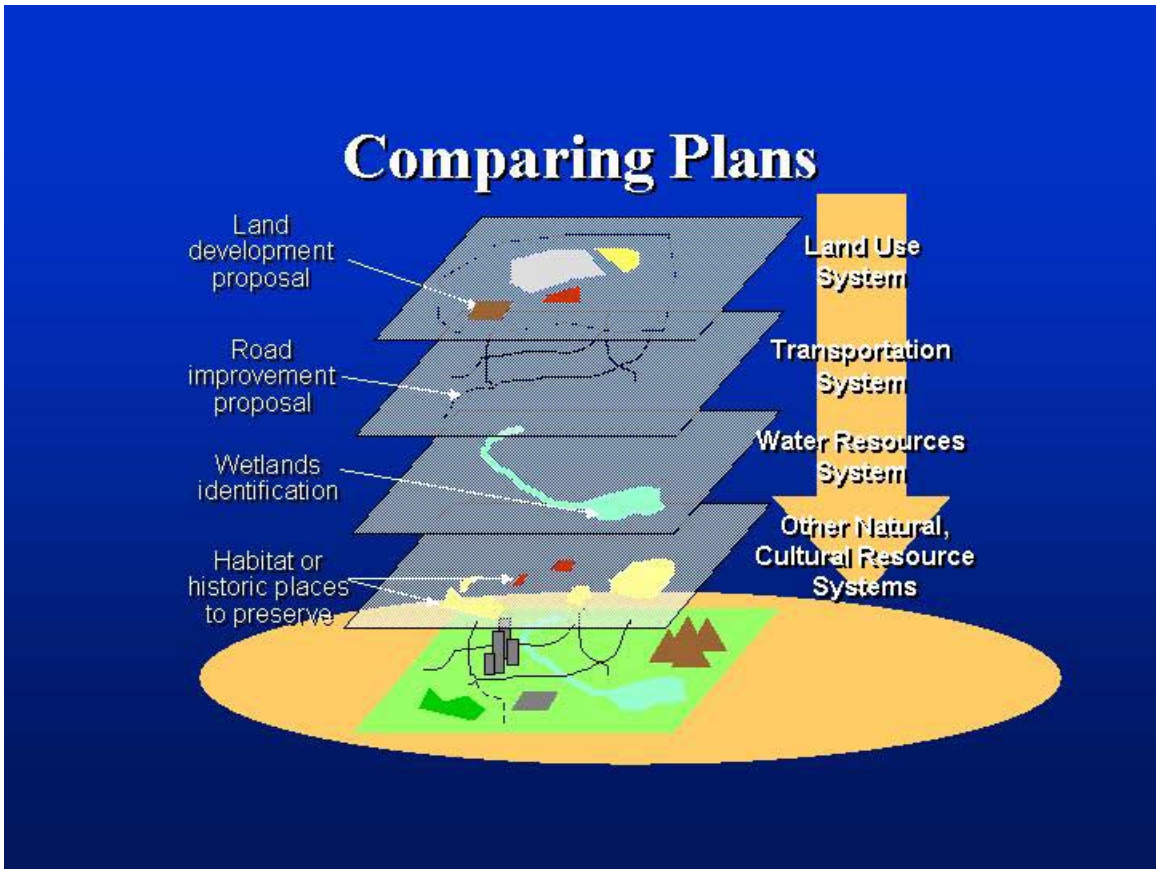
Consultation Stakeholder Participants

- California League of Cities
- California State Association of Counties (CSAC)
- Regional Council of Rural Counties
- California Council of Governments
- California Transportation Commission (CTC)
- California Department of Fish and Game
- Dept of Housing & Community Development
- California Energy Commission
- California Department of Forestry and Fire Protection
- California Department of Parks and Recreation

- California Department of Water Resources
- California Department of Conservation
- San Francisco Bay Conservation and Development Commission
- Governor's Office of Planning & Research
- CALFED
- Senate Transportation and Housing Committee
- Federal Highway Administration
- Tribal Government Representatives
- Rural Counties Task Force
- UC Davis Information Center for the Environment
- UC Davis Road Ecology
- Business Transportation and Housing Agency
- California Resources Agency
- U.S. Environmental Protection Agency
- U.S. Fish & Wildlife Service
- US Department of Agriculture NRCS
- Defenders of Wildlife
- California State Parks Foundation
- Sierra Nevada Conservancy
- Agua Caliente Band of Cahuilla Indians
- Wiyot Tribe
- Pechanga Band of Mission Indians

Three breakout sessions were held to discuss linking transportation and environmental planning and to address environmental issues. From these sessions five key opportunities were identified and provided the basis for this Addendum. These opportunities will be more fully addressed in the next full plan update in 2008:

1. Integrated planning principles.
2. Coordinated State infrastructure planning.
3. Transportation planning that addresses regional impacts of multiple projects.
4. Incentives for efficient land use.
5. The role of the State as a data, information, and education provider for local planning.



(Source—FTA webcast)

Comparison.
The concept of comparison and consideration is a new slant on an old issue, assuring consistency between plans. The comparison process is being initiated with this first CTP update to support the SAFETEA-LU requirement to consult and compare plans, maps, and data with Federal, State, and Tribal wildlife, land management, and regulatory agencies. During the update of the plan the State will focus on GIS overlays and data sharing between departments concerned with land use, transportation, and natural, cultural resource systems.

This Addendum was developed to provide a “roadmap” of ideas to evaluate for the next full update of the CTP. The information in this Addendum is only the first step in defining the actual process of consultation and comparison of maps, plans, and data.

In the months ahead, the Department will explore where it has data, information, and maps, and begin to consult and compare. The Department will also address such concepts as “screening” of critical environmental and resource issues during planning and programming, while engaging the public in developing this next plan.

The next full update of the CTP in 2008 will build upon this Addendum and address how to *operationalize* "early planning" for the consultation and comparison process among the appropriate agencies. The next CTP update should include the specific policies, strategies, and processes that will make consultation and comparison work. It will be up to subsequent state planning efforts to define the process in more detail, and to broaden its scope.

Comparing plans, maps and data with resource agencies will be a new activity for most MPOs and RTPAs as they update their Regional Transportation Plans. However, multi-agency planning models exist in California, most notably in the Merced Partnership for Integrated Planning discussed earlier. The combinations of Blueprint Planning efforts and Blueprint Learning Networks (BLN) throughout the state also provide a planning model for multi-agency engagement. The State should continue to encourage such comprehensive planning approaches, which partner transportation planning with land use and environmental planning. The State should also continue to benchmark successful programs in other states, such as Florida's Efficient Transportation Decision Making (ETDM) program.

Sample maps that could be used during the consultation and comparison process in the Appendix to this CTP update. These infrastructure and environmental resource maps are currently available and are being used for comparison, including the Department's California Transportation Investment System (CTIS) maps and images from the California Department of Fish and Game Biogeographic Information and Observation System (BIOS).

Indian Reservation Roads (IRR) Inventory
There is currently a state-led effort underway to inventory tribal roads for inclusion in the federal Indian Reservation Roads (IRR) program. Roads included in this inventory would then become eligible for funding under the IRR program. An additional benefit of this process will be the availability of a statewide GIS data layer of tribal roads that can be used to provide maps of the IRR program for the consultation and comparison process.

Comparisons should be as comprehensive as possible, extending beyond simply examining a collection of assembled maps. The data underlying the maps should also be examined for compatibility problems that can be resolved in the early consultation. Analysis of the data would be critical, as the analysis could provide patterns that can be examined in light of their impacts on the transportation, land use, and environmental resource needs.

The major benefit of any comparison process would be: sharing the analysis of the data behind the maps; identifying opportunities to partner; and optimizing input into state decision-making. The real outcome could very well result in enhancing and preserving California's environmental resources while providing for adequate infrastructure needs, addressing the call demanding that public agencies be accountable while becoming better stewards of the environment.

Benchmarking: "Efficient Transportation Decision Making (ETDM)" The State of Florida provides a benchmark of efficient transportation decision making while protecting the environment. Florida has completely revamped its procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects. The ETDM program is built around early and continuous agency involvement; good data upon which to base decisions; and, feedback about how agency participation led to better transportation decisions. Twenty-two agencies participate in ETDM. The seven Florida Department of Transportation Districts have working interagency councils that have two opportunities to review projects prior to significant engineering work, during the "planning screen" and the "programming screen."

The councils, called Environmental Technical Advisory Teams (ETAT), have Internet GIS access to the latest data from their own agencies and all other agencies, as well as participating tribes. Councils review proposals in light of the best available data and comment on the joint web site regarding their concerns for proposed projects. In response to this the project proponent creates a summary of the "degree of effect" of the project, which incorporates all comments. This is also put on the web site for all to comment on and insure consistency with the Councils' comments.

Projects with large impacts are flagged very early and project proponents can alter projects to reduce concerns before significant investments have been made in engineering. In some cases, projects are entirely rerouted and in a few cases even abandoned because of discoveries in this screening process.

The ETDM project ensures agreement on NEPA Purpose and Need before projects are programmed, while the program maintains flexibility for unexpected discoveries at the project level. The program provides a mechanism for dispute resolution between agency partners and it forms the backbone of the information system used for involving the public in the decision process.

Florida's Efficient Transportation Decision Making (ETDM) progress report

A total of 265 projects have been reviewed by ETAT participants during Planning or Programming Screens since ETDM implementation began, and the seven Districts within FDOT have reported improvements in the following:

- Improved Agency Coordination and Problem-solving
- Improved Long Range Transportation Planning
- Focused Evaluations during Project Development
- Improved Dispute Resolution Process
- Less Costly Environmental Studies and Documentation
- Shortened Project Delivery

- Better Access to Information
- Enhanced Coordination within FDOT

Source: October 23, 2006 EDTM Progress Report
cited in Greenways February 2007 Newsletter

3. Consideration of Environmental and Natural Resource Issues--Mitigation and Consultation.

SAFETEA-LU calls for states and MPOs to include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. This concept applies to the CTP, the regional transportation plans, and ultimately to approved projects.

This concept of mitigation and consultation depends on a hierarchy that embraces the following measures: enhancing the environment when opportunities present themselves during early transportation planning; avoiding and minimizing impacts; early mitigation; and the more traditional mitigation measures. This hierarchy of measures becomes even more relevant and compelling if a benefit and cost analysis can be developed to support savings in delivery time and costs.

"Enhance the environment" is a major goal of the current California Transportation Plan 2025.

Because both mobility and biodiversity are State priorities, Californians in the public and private sector must take steps to protect the State's precious and finite resources when planning and implementing transportation projects…Addressing environmental and habitat conservation issues in the earliest planning stages will help reduce time and cost of transportation projects, while protecting natural environments.

California Transportation Plan 2025, pp. 59-60

Mitigation measures

The hierarchy below provides a new concept for a scale of mitigation measures that could be proposed by this plan update during early planning and through project delivery. "Enhancing the environment" is at the top of the hierarchy, followed by opportunities for "avoiding" or "minimizing" as we address environmental issues at the front end of the "early" planning process. These measures at the top would be preferred before identifying mitigation options as compensation to address environmental issues (in parentheses following are the types of measures that might be illustrative for each scale):

1. **Enhance:** A major goal of the current California Transportation Plan 2025 is to "enhance the environment."(*Promote partnerships to address conservation and environmental issues in early planning.*)
2. **Avoid:** Avoid the impact altogether by not taking certain actions or parts of action. (*Personnel will be instructed to stay away from shrubs and tree covers to avoid disturbance to wildlife; burrow colonies {e.g., burrowing owls, ground squirrels, gophers}, hibernacula and nest sites will be avoided.)*
3. **Minimize:** Minimize impacts by limiting the degree or magnitude of the action and its implementation. (*Surface grading, topsoil stripping, and excavation will be minimized.*)
4. **Rectify:** Rectify the impact by repairing, rehabilitating, or restoring the affected environment (*Spills will be cleaned up immediately using proper remediation procedures.*)
5. **Reduce or Eliminate:** Reduce or eliminate the impact over time by preservation and maintenance during the life of the action. (*No-idling policy for vehicles where appropriate.*)
6. **Compensate:** Compensate for the impact by replacing or providing substitute resources or environments. (*Re-vegetation will be undertaken on disturbed sites.*)

Table XX: Scale of Measures

There may be significant practical savings in project delivery time and cost by following such a hierarchy, and more research on benefit and cost analyses may be appropriate. The Department will need to coordinate with the Resource Agencies in order to ensure a discussion of these measures during the next full update of the CTP in 2008.

Advanced or Early Biological Mitigation:

Meanwhile, efforts are underway with the UC Davis Information Center for the Environment (ICE) in the area of advanced or early biological mitigation. ICE is currently assessing ways that Caltrans could improve its biological mitigation planning process through implementation of early biological mitigation planning.

Biological mitigation planning is now generally implemented on a project-by project basis and with only a short time horizon of a few years. This project-by-project planning on short time scales has lead to inefficient use of mitigation funds, as well as, cost overruns. By assessing biological impacts earlier in the planning process, and mitigating for the combined biological impacts of many projects in a given area, Caltrans can save money and provide more effective and economical biological mitigation. Building upon previous efforts and using tools known to be effective for integrated analyses, biological mitigation planning

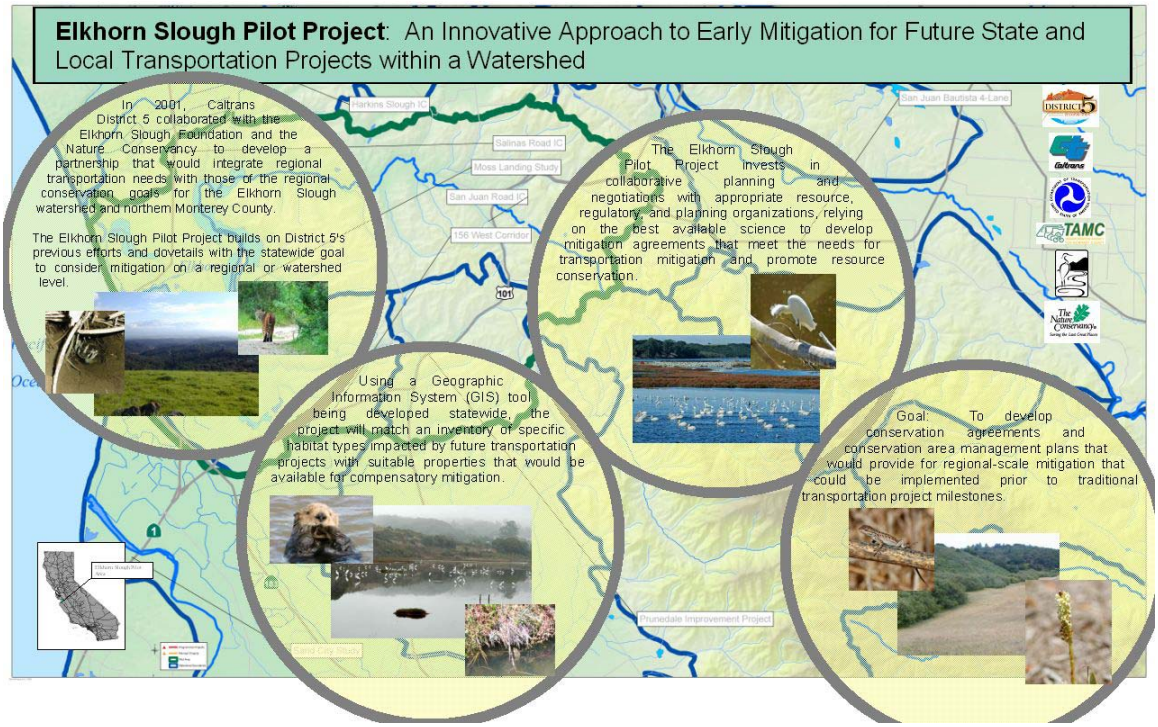
will help Caltrans improve early planning results by using the best available agency and university data at the earliest conceptual consideration phase of planning.

As part of this project, ICE is integrating GIS data into a database that can be queried by Caltrans district, county, or watershed, and will return biological resources expected to exist in the area. This potentially fruitful early planning approach will provide early "planning screening" for proposed projects. It will allow Caltrans and MPO biologists and planners to use agency and other data to potentially "triage" areas and projects in need of the most environmental planning and to determine which projects, if programmed, may incur the highest environmental costs. Ultimately, this effort will help Caltrans to leverage funds and form agreements with other agencies in order to create better plans and acquire land or easements that would mitigate the combined impacts of multiple projects in a given area or affecting any given resource. There are demonstration projects planned, and the first project underway is the Elkhorn Slough Project.

Elkhorn Slough Pilot Project: In 2001, Caltrans District 5 collaborated with the Elkhorn Slough Foundation and the Nature Conservancy to develop a partnership that would integrate regional transportation needs with those of the regional conservation goals for the Elkhorn Slough watershed and Northern Monterey County. The Elkhorn Slough Project (see below) builds on District 5's previous efforts and dovetails with the statewide goal to consider mitigation on a regional or watershed level.

The Elkhorn Slough Project invests in collaborative planning and negotiations with appropriate resource, regulatory, and planning organizations, relying on best available science to develop mitigation agreements that meet the needs for transportation mitigation and promote resource conservation. Using a GIS tool being developed statewide, the project will match an inventory of specific habitat types impacted by future transportation projects with suitable properties that would be available for compensatory mitigation. The capability is there for screening tools adapted for projects like Elkhorn Slough to lead future efforts in advancing SAFETEA-LU provisions.

The goal is to develop conservation agreements and conservation area management plans that would provide for regional-scale mitigation that could be implemented prior to traditional transportation project milestones.



California Department of Fish and Game *California Wildlife Action Plan*

SAFETEA-LU also requires that the long-range statewide transportation plan contain a discussion of potential environmental mitigation activities at the policy or strategic level, rather than project-specific policy and strategies. The California Department of Fish and Game *California Wildlife Action Plan* provides an example of the scale of mitigation strategies and actions that would be appropriate at the statewide level, and might also provide the state with some tangibles in benefit and cost analyses. Implementation of this California Wildlife Action Plan is also an excellent opportunity for further coordination between CDFG and Caltrans. It will also support boarder involvement of transportation, environmental, and resource planning staff on consultation and comparison processes. Among these strategies are:

a. The state should develop policies and incentives to facilitate better integration of wildlife conservations considerations into local and regional planning and land use decision-making.
b. Permitting agencies, county planners, and land management agencies should work to ensure that infrastructure development projects are designed and sited to avoid harmful effects on sensitive species and habitats.
c. The state should develop policies and incentives to better integrate wildlife conservation into state and regional transportation planning. Wildlife

considerations need to be incorporated in the early transportation planning process.

Role of Integrated Planning Efforts. Integrated planning efforts to date, like the statewide Blueprint Planning efforts and the Partnership for Integrated Planning (PIP), have shown a strong promise to address environmental mitigation and consultation in a number of regions statewide. In these areas, the environmental planning is being conducted in close conjunction with land use planning and transportation planning. This is leading to proactive environmental stewardship, as opposed to reaction to projects that have progressed beyond the early stages. Partnerships with resource management areas are being created, with full knowledge and participation of the responsible agencies for land use and transportation. The role of the state is providing encouragement, information about best practices and in some cases grant funding to continue to promote these integrated planning approaches. These efforts will be further examined with the next full update of the CTP in 2008.

Goods Movement Action Plan. Finally, the Goods Movement Action Plan, adopted in January 2007, also addresses environmental mitigation, recognizing that, although a robust economy depends on a robust goods movement transportation system, there are also significant environmental and community consequences resulting from these activities. Consequently the Goods Movement Action Plan states that California must "Undertake simultaneous and continuous improvement in infrastructure and mitigation." This means that actions necessary to protect public health and mitigate environmental and community impacts must be funded and executed on a simultaneous and continuous basis with actions necessary to improve goods movement transportation infrastructure.

While infrastructure projects may have regional, statewide, or nationwide benefits, the local public health, environmental and community impacts must be mitigated as these projects are advanced. Advancing actions with the highest rates of return—an important principle articulated in the Goods Movement Action Plan-- includes not only goods movement transportation investments, but also those actions with the highest potential to improve public health and the environment.

4. Delegated NEPA Responsibilities.
SAFETEA-LU establishes a Pilot Program that allows the Secretary of Transportation to assign all or part of the Secretary's environmental responsibilities under the National Environmental Policy Act (NEPA) and other federal environmental laws to five states: Alaska, California, Ohio, Oklahoma, and Texas. The Department intends to apply for the Pilot Program. To apply, the Department will submit an application to FHWA that describes the scope of the responsibility it is requesting to assume. Once the applications accepted by

FHWA, the Department will enter into a Memorandum of Understanding with FHWA describing how the Pilot Program will be carried out.

The Department is developing its application based on the final rules for the application that were issued by FHWA on February 12, 2007. The Department plans to apply for the full range of involvement in the Pilot Program, including assumption of all projects and all federal environmental laws. Per the final rules, the application will identify a few specific exclusions from the Pilot Program, including:

- Certain projects funded by Federal Transit Administration,
- High priority projects under Executive Order 13274, and
- Federal Lands Highway projects not designed and constructed by Caltrans.

The application also identifies a few large projects for which Caltrans is requesting that FHWA retain responsibility in order to provide continuity in the final phases of the environmental review process. Finally, the application will specify those responsibilities that cannot be delegated under the SAFETEA-LU Pilot Program, including air quality conformity determinations, formal government-to-government consultations with federally recognized tribes, and planning decisions.

Under the Pilot Program, the Department will be required to comply with federal laws and guidance issued by FHWA. The program would not change federal environmental protection standards. With Caltrans essentially becoming the agency with federal approval authority, the program offers the opportunity to provide a more streamlined environmental process. Environmental protection and streamlining are fully in keeping with goals expressed in the California Transportation Plan.

5. Expanded Stakeholder Engagement.

Context sensitive solutions are achieved through a collaborative, interdisciplinary approach engaging all stakeholders. The Department recognizes that collaboration with local communities is needed to ensure that these communities understand the local, regional, and statewide context of long-range transportation planning. The value in communicating the local, regional, and statewide context of long-range transportation planning is gaining consensus early in the planning processes. Collaboration simultaneously builds public support and partnerships for plans and projects that serve the public interest, while minimizing opposition, litigation, and the need to redesign or relocate.

SAFETEA-LU requires development of Public Participation Plans in consultation with “interested parties;” holding public meetings at convenient and accessible times and locations; updates of statewide transportation plans, to the maximum

extent practicable, available in electronically accessible formats (e.g., world wide web); and the employment of visualization techniques to depict statewide transportation plans and improve decision-making.

The Public Participation Plan (PPP) for the approved CTP 2025 will be used as the basis for future public involvement. Following adoption of the Addendum, the State will initiate development of a new PPP based on the following SAFETEA-LU requirements: that the development of the next Public Participation Plan be in consultation with interested parties; and, provide all interested parties reasonable opportunities to review, update and evaluate the public participation structure. This review process should be transparent and should fully involve all stakeholders.

The following summarizes the extent and depth of public participation activities planned for this update of the CTP. Caltrans used the planning effort to engage in consultations with regional agencies and tribal governments during early 2007. In addition, in order to enhance public participation for this update, the Department engaged stakeholders in three public meetings (Diamond Bar, Oakland, and Redding); finally, Caltrans provided invitations to a database of over 8,000 statewide stakeholders to attend these meeting.

Every effort was made to include input from Native American individuals as well as community advocacy groups representing such diverse sectors as the elderly, disabled, and non-motorized transportation advocates. Outreach and consultation efforts have been documented throughout the update of this plan, and are summarized in the final version of this Addendum.

This public outreach was supplemented by electronically accessible web-based links to the CTP update, in order to make information more accessible to the public. The update process for this plan has been posted on the Department's web site since January 2007. The electronically accessible web-based links will also allow the public to provide comments in a web-based format. The Department mailed postcards to these same stakeholders, notifying them on how to provide input through this survey and comment tool on the final plan update. These strategies were designed to identify and engage stakeholders and to ensure a full and more open public participation process.

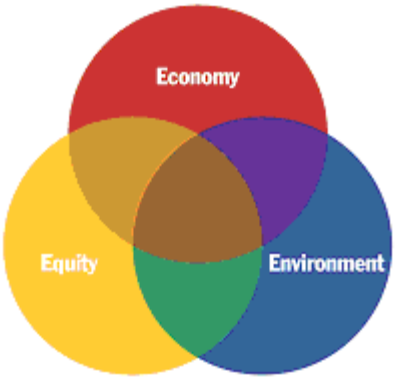
Employ visualization techniques to describe plans. The Department has long supported the use of a variety of visualization techniques (see examples in Figure xx below) to engage stakeholders during the planning process: to assist participants in moving from general and abstract terms to more concrete imaging, and to improve transportation decision-making. The Department employed visualization techniques to support all outreach efforts for the CTP update, relying extensively on stakeholder feedback through audience response systems, otherwise known as "clicker technology." This clicker technology was available for public input at all three large stakeholder engagement efforts in April 2007.

The Department has encouraged the same support for the regional Blueprint Planning efforts as well. These regional planning efforts have employed sophisticated visualization techniques such as “scenario planning” extensively to engage and empower their stakeholders. Whether used at the statewide or regional level, these visualization techniques have also been helpful in balancing stakeholder values with transportation needs; and, they have proven invaluable in implementing the "context sensitive solutions" that are so critical in supporting the Department’s efforts to link transportation planning with environmental planning. Additional information on visualization tools and techniques to depict statewide transportation planning efforts is available at www.placematters.org.

Visualization techniques
Graphics
Artist renderings and drawings
Sketches
Computer modeled images
Photo-simulations and photo manipulations
Computer presentations and simulations
Interactive Geographic Information Systems (GIS)
Maps
Models
Flowcharts
Interactive displays and kiosks
Mapping through Geographic Information Systems
3D Visualization
“Dot voting” exercises
Visual Preference Surveys
Audience response systems (handheld clicker technology)
Scenario planning tools

Figure XX. Source: SAFETEA-LU Planning Provisions Workshop, Cambridge Systematics, Inc. May 2006

6. Consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns. SAFETEA-LU also expanded the environmental factor by adding the phrase “promote consistency of transportation plans and transportation improvements with State and local planned growth and economic development patterns.”



The California Transportation Plan calls for a vision of a fully integrated, multimodal, sustainable transportation system (see below). This vision supports three outcomes that define quality of life: prosperous economy, quality environment, and social equity (3Es).

Sustainable Transportation
A sustainable transportation system is one that meets people's needs equitably, fosters a healthy environment, provides a broad, balanced system in which the private vehicle, public transportation, bicycling, and walking are all viable options and can be maintained and operated efficiently and effectively over time.

California Climate Change Initiative: The Governor's "California Climate Change" initiatives also support sustainable transportation and improved mobility. Executive Order S-3-05, signed by Governor Arnold Schwarzenegger on June 1, 2005, established climate change emission reduction targets for the State (below), and created the Climate Action Team (CAT) to coordinate the statewide effort. Assembly Bill (AB) 32: California Global Warming Act of 2006 gave new weight to the State's renewable energy goal by requiring the reduction of Greenhouse Gas (GHG) emissions to 1990 levels by 2020. The Executive Order further directs State agencies to begin implementing AB 32 and recommendations in the CAT report. The Department is a member of the CAT and committed to implementing transportation strategies that will help reduce fossil fueled energy and GHG emissions.

The Executive Order established greenhouse gas targets as follows:

- By 2010, reduce to 2000 emission levels
- By 2020, reduce to 1990 emission levels
- By 2050, reduce to 80 percent below 1990 levels

The Department's Climate Action Program report demonstrates the commitment of the Business, Transportation, and Housing Agency and the Department to a transportation program that supports a prosperous economy, social equity, and environmental quality. The Governor's Strategic Growth Plan, a ten-year mobility investment program, will help in lowering fuel consumption and GHG emissions from transportation by making transportation systems more efficient through smart land use, operational improvements, and Intelligent Transportation Systems. Energy efficiency and GHG emission reduction measures are also being incorporated into planning, project development, operations, and maintenance of transportation facilities, fleets, buildings, and equipment.

One of the six CTP goals is to "Support the Economy", and a number of policies and strategies support the implementation of this goal. In addition, current Administration initiatives support economic growth and increased mobility. Strategies in the transportation component of the Governor's Strategic Growth Plan (SGP) are focused on improving mobility, and are designed to build needed infrastructure to accommodate California's increasing population and economy.

The Governor's Budget for FY 2005-2006 made funding for regional blueprint planning available throughout the state. The California Regional Blueprint Planning Program grants support the efforts of the California Metropolitan Planning Organizations (MPO) and the Councils of Government (COG) to conduct comprehensive scenario planning that results in consensus by regional leaders, local governments and stakeholders on a preferred growth scenario - or "blueprint" - for a twenty-year planning horizon.

The California Regional Blueprint Planning Program is an additional strategy for implementing the Governor's Strategic Growth Plan and, specifically, the land use "slice" of the Mobility Pyramid. The Mobility Pyramid is discussed in more detail in Section 9. These efforts also mirror one of the goals of the current CTP, which is to "Manage Growth" as well as the strategies adopted to support that goal.

These efforts can be summarized in the following strategies: providing incentives to promote sustainable land use decisions that integrate land use, housing, and transportation through regional and interregional cooperation; increasing densities to facilitate effective transit service, including encouraging transit-oriented development within major transit corridors and providing the ability to conveniently walk to destinations; and promoting "complete streets" and urban design to encourage walking and bicycling to destinations.

Statewide and regional planning efforts might consider "complete street" designs, as appropriate, when developing new corridors on state highways that are main streets in smaller communities. These considerations could encourage localities to foster "smart growth" development in areas where transportation infrastructure

can readily support it. Ideally these localities are creating long-range plans that integrate with the statewide and regional transportation planning efforts.

The encouragement and funding of the California Regional Blueprint Planning grant program also demonstrates the State's strong support for improving Californians' quality of life. The program contributes to the vision of improved quality of life within California by addressing future growth on a 20-year horizon through the integration of transportation, housing, land use, environmental resources, other infrastructure, and services. The California Regional Blueprint Planning will help regions deal with future housing and mobility challenges, including congestion and air quality driven by population growth, changing demographics, the economy, and environmental quality concerns.

California Economic Development Partnership. The State also promotes economic development through an Inter-Agency Cabinet Team that leads and coordinates the California Economic Development Partnership. The Secretary of Business, Transportation and Housing is one of the three Cabinet representatives. The Partnership itself is broad-spectrum, echoing the wide variety of industry clusters that drive the economic engine of the state. The Partners are key industry leaders, California agency staff, as well as committee and organizational representatives, including the California Chamber of Commerce, California Association for Local Economic Development, Economic Vitality Conversation Partners and California Partnership for Industrial Trade.

While the principle thrust of the Partnership is the attraction and retention of jobs in California, the CTP is strongly oriented to improving the movement of goods while at the same time recognizing the environmental and public health impacts that result from increases in trade volumes. In general, the plans are complimentary with respect to improving California's economy. Common themes shared between the CTP and the Partnership's plans include leadership, cooperation, efficient government operations, quality of life issues, and infrastructure development.

Other Planned Growth and Economic Development Efforts

The CTP also supports planned growth and economic development requirements on several other fronts, including the following efforts:

Goods Movement Action Plan: Incorporating the economic development goals addressed in the Goods Movement Action Plan (GMAP) also supports these requirements. The Action Plan's objectives include generating jobs, developing partnerships to advance goals, and implementing those actions with the best potential to achieve high rates of return on investment.

The final Goods Movement Action Plan (adopted in January 2007) is the Action Plan for the goods movement element of the CTP. The Action Plan identifies 28

of the most critical goods movement infrastructure projects in the state (totaling over $10 billion) such as:

- Upgrading the Alameda Corridor East through the Inland Empire;
- Developing truck climbing lanes on the I-580 corridor in the Bay Area;
- Improving access to and through the San Pedro Bay Ports;
- Developing a new border crossing at Otay Mesa East in San Diego County; and
- Developing the Port of Oakland Outer Harbor Terminal.

County-level Economic Forecasts: In addition, the Department's Office of Transportation Economics (OTE) has assisted in the development of County-level Economic Forecasts, to assist the counties within the regions around the state in developing significant County Economic Forecasts to support their own economic development efforts.

Security/Emergency Management and Safety as separate planning areas.

7. Security and Emergency Management as standalone planning areas. SAFETEA-LU also requires states to identify security as a new stand-alone factor for motorized and non-motorized users. While the Department supports this effort, it also recognizes that security efforts and emergency response efforts are inextricably connected efforts. Clearly both are key to ensuring system security and availability of emergency response services in the event of natural or human-caused disasters. As in the current CTP, the Department continues to work with federal, state, and local agencies to address security and emergency planning.

Goal 4 of the current CTP (*Enhance Public Safety and Security*) identifies strategies that support communication and coordination with other stakeholders in the security and emergency areas. These strategies go a long way in demonstrating compliance with the new stand-alone security requirements of SAFETEA-LU.

These security and emergency management efforts are focused on securing the State's critical transportation infrastructure—such as California's major highways, seaports, airports, and mass transit systems. Efforts to secure this "critical transportation infrastructure" are complicated and face considerable risk, because the inability to conduct day-to-day operations would have a far-reaching affect on our economy. Many of these efforts are identified in the Department's Emergency Operations Plan and the Continuity of Operations/Continuity of Government (COOP/COG) Plan summarized below.

These planning efforts, as well as the additional efforts summarized below, will be incorporated into the CTP by reference, as components of the standalone Security and Emergency Management element: the Department's transit security-related plans, programs, and decision-making processes; the security

elements within the Goods Movement Action Plan (GMAP); and the security elements of the Intelligent Transportation System (ITS) system.

Emergency Operations Plan. The Emergency Operations Plan addresses preparation for any disasters (including pre-event), natural or human-caused, impacting the Department's "external" infrastructure. This external infrastructure includes infrastructure used primarily by the Department's customers, infrastructure such as highways, bridges, and roadside rest areas. This plan spells out the Department's concept of operation in an emergency, including the use of communications systems to effectively coordinate information flow and resources during a natural or human-caused emergency. It also addresses the Department's support roles with federal, state, and local agencies to ensure consistency in emergency operations. The Emergency Operations Plan is incorporated by reference into the California Transportation Plan.

Continuity of Operations/Continuity of Government (COOP/COG) Plan. Disasters impacting our "internal" infrastructure, meanwhile, are addressed in the COOP/COG Plan. This internal infrastructure includes infrastructure used primarily by the Department's employees, such as the office buildings and maintenance facilities. The Department recently completed the initial Continuity of Operations/Continuity of Government (COOP/COG) Plan in accordance with Governor's Executive Order S-04-06.

This COOP/COG Plan describes the Department's strategy for meeting its responsibilities under extreme circumstances, and allows the Department to look inward to assess the survivability of its mandated and/or vital services during a natural or human-caused emergency or catastrophic event. By reference, the COOP/COG Plan incorporates existing plans, procedures and checklists developed in previous years that respond to natural and human-caused disasters into a single reference. The approved COOP/COG Plan is also incorporated by reference in this California Transportation Plan update.

Among other things, the COOP/COG Plan evaluates the Department's facilities to perform essential functions; preserves the established line of succession and delegation of authority for key positions within the Department; leverages its current distributed operations as potential alternate locations; maintains essential functions related to communications, and command and control; protects government resources; safeguards the Department's vital files, records and databases; conducts tests, training and exercises, including a series of table top exercises; assigns responsibility at the established devolution site; and determines the timeline for reconstitution depending on the nature and scope of the emergency.

The COOP/COG Plan ensures that the Department's resources and assets are protected, and managed effectively during an incident that directly impacts its internal operations and facilities. This Plan enables the continuation of the

essential functions that support the Department's mission and establish a process for restoration.

Transit Security-related efforts. The primary responsibility for strategic security planning and reducing California's vulnerability to terrorism is with the Office of Homeland Security, and the Department has been a key stakeholder, serving on the Strategic Plan Advisory Task Force to help shape the California Statewide Emergency Management Strategic Plan. The Department is also an active participant in several regional and statewide transit security-related planning efforts.

Safety of public transportation has always been a priority for the Department. Following the September 11 terrorist acts, and subsequent transit attacks in India, Spain and Great Britain, this concern for transit security was expanded to include security for transit systems large and small. The tragic hurricanes of 2005 only broadened transit's focus on safety and security further to include transit's vital role in emergency response and recovery to disasters of all kinds.

To properly address the security threats to our public transportation infrastructure, the Department has encouraged transit operators to develop strategies to reduce likelihood and impact of threats. The strategies will help transit agencies and first responders respond to incidents in an organized manner, minimize casualties, and restore operations in a timely manner. The Department has conducted a series of emergency preparedness workshops across the state to ensure that transit agencies can implement these strategies and coordinate their activities during emergencies.

The Department also conducted a successful emergency preparedness workshop in October 2006, which was successful in developing standardized emergency operations plan guidelines to various organizations, including transit agencies, statewide. The Governor's Office of Homeland security (OHS) and the Department also hosted a first statewide "Mass Transit Security " seminar, where the public transportation sectors collaboratively addressed "next steps" issues; identified best practices; and, developed coordination improvements to protect California transportation systems from terrorist attacks. The Department will be collaborating in more statewide emergency exercises in 2007.

The goal of transit emergency preparedness in California also includes response to a wide variety of natural hazards and threats, which include earthquake, tsunami, wildfire and flood. Several actions are essential to meeting the transit emergency preparedness needs facing California including: the development of the Emergency Operations Plans for transit incident response; and, providing technical assistance to rural transit operators with regard to transit security and disaster preparedness. These activities support and augment the Regional Transit Security Strategies of California's major transit operations.

The transportation infrastructure is one of the critical elements in the National Infrastructure Protection Plan, echoed in California through the Office of Homeland Security. The Department is involved in the plans and training aspects of this effort, which relies heavily on the coordinated actions and communication of many federal, state and local partners. This cooperation is the cornerstone of the California Transportation Plan's strategy for enhancing security, as many agencies are involved: port authorities, the California Highway Patrol, transit properties and other local, state and federal agencies.

Goods Movement Action Plan (GMAP). In addition to these transit security efforts, there are port security elements within the Goods Movement Action Plan (GMAP). A number of actions have been taken or proposed to address this serious concern, including the Governor's Executive Order in 2006 creating the California Maritime Security Council (CMCS), comprised of top officials from the U.S. Coast Guard, the Office of Homeland Security, and other key federal and state agencies. A significant challenge continues to be the fact that the federal government preempts potential state actions in many areas pertaining to port security; so funds to address security needs are very limited. Proposition 1B, passed by the voters in November 2006, will build upon existing efforts at the federal, State, and local level by funding security gaps identified by previously conducted port vulnerability assessments.

Intelligent Transportation System (ITS). ITS Planning at the state level is a strategic approach to identifying key transportation issues addressing public safety and security, critical stakeholders, and possible technology solutions that can be applied.

The final output of the California Architecture effort is the California Statewide ITS Architecture and System Plan, and that plan is included by reference as a part of this update. The California Statewide Architecture and the source National ITS Architecture framework (Version 5) are equipped to address safety as well as security issues. The Statewide Architecture is based on findings developed in 2003 and 2004. The National Architecture is a full menu of ITS solutions, protocols and standards, unconstrained by time or stakeholder interests--it represents '"all" options.

This California Statewide ITS Architecture and System Plan will be consulted in more detail during the next full update of the CTP. At that time security issues can be further discussed and refined as the stakeholders identified with specific kinds of threats find their issues "mapped out" and technology responses proposed.

8. Safety as a standalone planning area.

The Department led the effort to develop the statewide Strategic Highway Safety Plan (SHSP) to identify key safety needs of the State, and strategies that address these needs. California's SHSP was approved on September 26, 2006, and will serve as the stand-alone Safety Element for the CTP 2025 Addendum.

The purpose of developing the SHSP for California is to identify the State's key safety needs and guide investment decisions to implement safety strategies to achieve significant reductions in fatalities and injuries on all public roads in California.

The most important benefit of an SHSP is the coordination of statewide goals and safety programs to most effectively reduce highway fatalities and injuries on all public roads. The collaborative process of developing and implementing a State SHSP brings together and draws upon the strengths and resources of all safety stakeholders. This will help California and its safety stakeholders better leverage limited resources and work together to achieve common safety goals.

To develop the SHSP, a Steering Committee, which included representatives from 18 local, state, and federal entities, was established. A broader Stakeholder Group, consisting of about 200 representatives from 80 different agencies, was also established to provide much of the content of the SHSP. Finally, Caltrans held two SHSP Summit meetings (one each in Northern and Southern California) in March of 2006. The workshops held at the summits generated feedback and ideas from over 500 additional transportation and safety policy stakeholders. The draft SHSP had an opportunity for public comment ending in May of 2006, and comments were reviewed for inclusion.

The SHSP is organized around the 16 Challenge Areas listed below (Figure XX). Each Challenge Area incorporates consideration of both behavioral and infrastructure strategies to improve safety on all public roads. The goals of each Challenge Area were set by the SHSP team based on an analysis of data trends, and an assessment of how difficult it would be to reduce fatalities for each Challenge Area.

Now that the SHSP has been completed, teams have been set up for each of 16 Challenge Areas and other committees to develop Challenge Area Safety Needs Action Plans and a detailed Strategic Highway Safety Implementation Plan (SHSIP). Nearly 300 individuals representing 80 different agencies and organizations will collaboratively develop the Strategic Highway Safety Implementation Plan (SHSIP). The SHSIP will improve safety on all public roads by quantifying safety issues; identifying performance measures and targets; guiding transportation stakeholders to the most effective safety strategies and countermeasures; identifying available funding sources; and providing methods for monitoring safety projects and initiatives. The SHSIP will contain the most effective behavioral and infrastructure strategies and countermeasures for each of the 16 Challenge Areas. The estimated development timeline for completion of the SHSIP is October 2007. Information on the SHSIP and a status updates

on implementation are available through the SHSP portal at http://www.dot.ca.gov/SHSP/

SAFETEA-LU also established a new core Highway Safety Improvement Program (HSIP) that is structured and funded to make significant progress in reducing highway fatalities on all public roadways. This program provides the majority of the state's funding to support statewide safety-related data collection, infrastructure improvement, and administration of safety programs (under SAFETEA-LU the expected HSIP funding level for California is $384 million).

California is doing well in developing a strategic plan based upon performance factors, and projects in the future may be funded from the priorities established through the process. The approved SHSP is incorporated by reference in the California Transportation Plan.

Figure XX: "Challenge Area Goals" in the adopted SHSP

Challenge 1: Reduce Impaired Driving Related Fatalities
Goal: *By 2010, reduce the number of roadway user fatalities attributed to alcohol and drug use by 15 percent from their 2004 level.*
Challenge 2: Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
Goal: *By 2010, reduce the number of fatalities attributed to vehicles leaving the roadway by 15 percent from their 2004 level.*
Challenge 3: Ensure Drivers are Licensed and Competent
Goal: *By 2010, reduce the number of fatalities attributed to drivers with no license, invalid license, or not licensed for class of vehicle by 15 percent from their 2004 level.*
Challenge 4: Increase Use of Safety Belts and Child Safety Seats
Goal: *By 2010, increase statewide safety belt usage from the 2005 level of 92.5 percent to 95 percent, improve the use of child safety seats from 2005 level of 86.9 percent to 90.0 percent, and increase the percent of all vehicle occupant fatalities that are restrained to 70 percent - this is an indicator of higher total "observational" vehicle occupant restraint use, because a higher percentage of vehicle occupant fatalities that are restrained means that a higher percentage of total vehicle occupants are restrained.*
Challenge 5: Improve Driver Decisions about Rights of Way and Turning
Goal: *By 2010, reduce the number of fatalities attributed to improper rights of way and turning decisions by 10 percent from their 2004 level.*
Challenge 6: Reduce Young Driver Fatalities
Goal: *By 2010, reduce the number of fatalities attributed to drivers age 15 – 20 by 15 percent from their 2004 level.*
Challenge 7: Improve Intersection and Interchange Safety for Roadway Users
Goal: *By 2010, reduce the number of intersection crash fatalities by 15 percent from their 2004 level.*
Challenge 8: Make Walking and Street Crossing Safer
Goal: *By 2010, reduce the number of pedestrian fatalities attributed to vehicle collisions by 25 percent from their 2000 level*
Challenge 9: Improve Safety for Older Roadway Users
Goal: *By 2010, reduce the number of fatalities attributed to drivers age 65 and older by 10 percent from their 2004 level.*
Challenge 10: Reduce Speeding and Aggressive Driving
Goal: *By 2010, reduce the number of fatalities attributed to speeding and other forms of aggressive driving by 15 percent from their 2004 level.*
Challenge 11: Improve Commercial Vehicle Safety
Goal: *By 2010, reduce the number of commercial vehicle crash fatalities by 10 percent from their 2004 level.*
Challenge 12: Improve Motorcycle Safety
Goal: *By 2010, decrease the number of motorcycle rider fatalities by 10 percent from their 2004 level.*
Challenge 13: Improve Bicycling Safety
Goal: *By 2010, reduce the number of bicycle roadway fatalities by 25 percent from their 2000 level.*
Challenge 14: Enhance Work Zone Safety
Goal: *By 2010, reduce work zone fatalities by 10 percent from their 2004 level.*
Challenge 15: Improve Post Crash Survivability
Goal: *By 2010, reduce crash-related fatalities in California at least 5 percent from their 2004 level through focused improvements in Emergency Medical Services (EMS)*

system communications, response and safety education.
Challenge 16: Improve Safety Data Collection, Access, and Analysis
Goal: *Improve the quality, timeliness, accessibility, and usefulness of traffic safety data.*

Tribal Issue. As restated from the SHSP, "*The importance of timely, accurate, and consistent collision data cannot be emphasized enough. The who, what, when, where, why, and how of crashes need to be recorded in a uniform and consistent format statewide*." The SHSP points out that good data is lacking in many areas and includes as emphasis a specific Challenge Area 16, "Improve Safety Data Collection, Access and Analysis."

A key implementation issue for this challenge area was raised during consultation with tribal governments. Their issue and concern was that this challenge area had data gaps and that the SHSP directs the State to "identify if or where data are missing that affects project development and implementation." During consultation on the development of this Addendum, tribal representatives noted that traffic safety data is unavailable or limited for tribal roads. In order for projects on tribal roads to compete with all other safety needs, collision data affecting tribal roads will need to be collected to fully address this issue.

9. Include operations and management strategies.
SAFETEA-LU directs that the long-range statewide transportation plan include operations and management strategies, investments, procedures and other measures to ensure the preservation and most efficient use of the existing transportation system. One of the Goals of the current CTP is to "preserve and maintain the transportation system." The Mobility Pyramid depicted below represents the "complete transportation system" as the transportation component of the Governor's Strategic Growth Plan (SGP) and is California's opportunity to implement this goal.

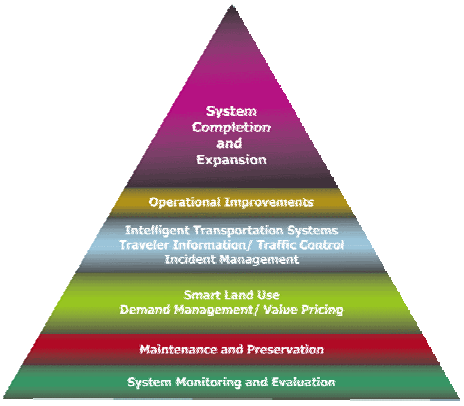
Add Sidebar

The SGP is a historic and comprehensive infrastructure investment package, and the transportation component of the plan will decrease congestion, improve travel times and increase safety, while addressing economic and population growth.

Will Kempton, Director Caltrans

The Transportation Management System (TMS) Master Plan concepts guided the early development of the Mobility Pyramid. The SGP is based on a key premise that investments in mobility throughout the system yield significant improvements in congestion relief. This Mobility Pyramid outlines the strategies to be used to achieve the outcome of reduced congestion.

The base of the pyramid is as important as the apex. System monitoring and preservation are the basic foundation upon which the other strategies are built. System expansion and completion will provide the desired mobility benefits to the extent that investments in and implementation of the strategies below it establish a solid platform. The complete transportation system approach of the pyramid is fully dependent on transportation planning strategies that can create a collaborative working environment and promote a comprehensive methodology.



The Department, with the MPOs, will prepare Corridor System Management Plans (CSMP) to support the strategies for this complete system approach. The CSMP provides a multi-disciplinary and multi-function approach through all stages of plan development including: representatives from traffic operations, planning, and maintenance; other functions such as design, program-project management, and environmental; and regional agencies, congestion management agencies, and modal operators.

The final plans will ultimately be a comprehensive guide for managing, operating and improving the corridor among all the partners, and the basis for prioritizing improvement timing and resources. The Department will use the plans to assess current performance, identify casual factors for congestion, and based on testing of alternative improvement scenarios (typically through micro or macro-simulation) propose the best mix of improvements, strategies and actions to restore throughput, improve travel times, reliability, safety, and preserve the corridor.

The CSMP supports the SAFETEA-LU provisions for increased emphasis on system and corridor management and performance measurement in metropolitan transportation plans as well as for real-time traveler information. The California Transportation Commission (CTC) requires the submission of corridor management plans on all corridors for which improvements are approved for Corridor Mobility Improvement Account Program (CMIA) funding under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Bond Act).

Accountability. The Governor's Executive Order S-02-07 establishes guidelines and procedures for spending the bond funds efficiently, effectively and in the best interests of Californians, and directs the Department of Finance to create a Web site for the public to readily access information on how bond proceeds are being utilized. Caltrans will establish and document to the Department of Finance a three-part accountability structure for the infrastructure bonds that include Front-End Accountability, In-Progress Accountability, and Follow-up Accountability.

The Mobility Pyramid includes System Monitoring and Evaluation as its foundation. Efforts to expand and improve monitoring and evaluation capabilities will provide information to measure and monitor system performance; direct transportation spending to the most effective mix of investments; and assess effectiveness of these measures. Improved real-time data collection through implementation of more robust monitoring systems like the Performance Measurement System (PeMS) is key to knowing how the system is performing, establishing performance measures, and increasing accountability for spending transportation bonds and other transportation dollars efficiently and effectively for highest mobility outcomes.

10. Include pedestrian walkways and bicycle facilities.
SAFETEA-LU required a new project element (pedestrian walkways and bicycle transportation facilities) to be specifically included within programming documents. These are requirements that were also addressed in the recently adopted California SHSP. Two of the 16 Challenge Areas within the SHSP address walking and bicycling transportation; a third identifies the data collection requirements to support these and other transportation modes. More importantly, the Department is developing a separate, stand-alone Bicycling and Walking Addendum to the CTP, and expects to begin this effort before the end of 2007.

11. Consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and STIP.
SAFETEA-LU reaffirmed the requirement for consultation with the RTPAs and Tribal Governments to ensure that the rural issues and tribal issues are addressed. This provides an opportunity to begin to address the Rural Issues and Tribal Government consultation issues in this Addendum, and to commit to resolving those issues, and any newly identified issues, in the next full CTP update scheduled in 2008.

Consultation to Date. The agencies and tribes included in consultation on the CTP update are listed in the public participation section (Appendix IV of the current CTP 2025). Potential stakeholders encouraged by direction of SAFETEA-LU have been consulted for this CTP Addendum and they will be included in all

future CTP updates. Many of these stakeholders were the also stakeholders that participated in the Consultation Meeting in January 2007.

During the development of this update, consultation sessions were held with each MPO and RTPA throughout the state, including the non-metropolitan planning organizations, and with Tribal governments. Their issues are addressed below.

Addressing Rural Issues: While the current CTP 2025 addressed these issues, this Addendum reaffirms the importance of the Interregional Road System (IRRS) to the rural counties as the backbone for the rural transportation system; emphasizes importance of Focus Routes and High Emphasis Routes for goods movement; emphasizes the importance of the East/West connector routes—as their connection to economic prosperity.

Addressing the Tribal Government consultation issues: The Department will continue to enhance ongoing consultation efforts with Tribal Governments, in order to ensure their perspectives and issues were addressed in this update or, as appropriate, in the next full update. There was tribal representation on the Policy Advisory Committee (CTP) that guided the development of this CTP Addendum, as well as the Consultation Meeting that addressed SAFETEA-LU issues with stakeholders for the first time on January 17, 2007. Tribal Governments were also consulted at the Native American Advisory Council (NAAC) in Woodland on Feb 21, 2007. Finally, the Department consulted with Tribal governments at three regional meetings statewide (in the north, central, and south regions) in early 2007, in order to ensure their perspectives and issues were addressed in this update or, as appropriate, in the next full update.

12. Other SAFETEA-LU Opportunities.

Coordinated Transportation Plans, Mass Transportation. Receipt of three significant federal transit program funds – Federal Transit Administration Sections 5310, 5316, and 5317 – is contingent upon having a locally developed coordinated public transit-human services transportation plan (coordinated plan). The State, in its role as the designated recipient for these funds, must certify that projects selected for funding are derived from a coordinated plan. Fulfilling this federal mandate ensures that projects receiving these funds minimize service duplication, thereby enhancing human services transportation statewide.

California State Rail Plan Update. The California State Rail Plan was approved in late 2005, and highlights some significant problems with maintaining and expanding the rail infrastructure to meet burgeoning cargo flows into the State. SAFETEA-LU has important changes that may provide credit mechanisms to allow railroads to build for the future. The next version of the California State Rail Plan is under development, and will include discussion of the Department's vision for the intercity rail passenger service and the changes made possible in goods movement by SAFETEA-LU.

Goods Movement Action Plan. The Goods Movement Action Plan (GMAP) is a key element of a Strategic Growth Plan. It involves inventorying existing and proposed improvement projects in goods movement, establishing four "port to border" goods movement corridors, identifying environmental and community impacts of projects together with mitigation strategies, and cataloging public safety and homeland security issues. The timing, sequencing and funding of corridor expansion projects will be addressed. Funding issues are challenging, but aided by the Administration's recognizing the importance of rail and acting to include rail improvements in the recently approved bond issue for state infrastructure financing.

State policy is to identify environmental impacts for goods movement improvement projects, and implement the mitigations concurrently with the projects. San Pedro Bay Ports are key economic engines and will need to expand, but they are also one of the largest contributors to poor air quality. Strong mitigation will be needed if improvements are to be made to meet the growing international trade.

The California State Rail Plan and Goods Movement Action Plan help chart policy for the state, and are incorporated by reference into the California Transportation Plan.

Long Range Planning Horizon. The California Transportation Plan is committed to have the best planning information available to help with decision-making. The planning horizon for a long-range transportation plan is twenty or more years, although many of the data projections for trends are from documents that did not go beyond 2025. The solution for this dilemma is to extend the California Transportation Plan horizon to 2030, and to update data and plans to incorporate any available new data. A map that extends the current planning horizon to 2030 is available for review in the Appendix to this CTP update

The vision, goals and strategies were reviewed prior to the final approval process, and sections were added such as *Go California* to reflect the current vision of the future. This required little change in the basic goals, policies and strategies, which are now considered appropriate for a 2030 plan horizon.

The attached data show projections out to the new 2030 plan horizon and beyond. Where no new data exists, 2025 data will be retained in the 2030 California Transportation Plan. New data will be addressed in this and future updates.

Finally, the next update cycle will use, if resources allow, a study specifically constructed to generate the most useful growth, travel and demographic data for the new planning span.